
Appendix B
NOP Responses

Al Reeder
PO Box 188242
Sacramento CA 95818-8242

City of Sacramento, Dept. of Transportation
Attn: Fedolia Harris
New City Hall
915 I Street, 2nd Floor
Sacramento CA 95814

June 9, 2008

Re: Support Scenario A

Dear Fedolia Harris:

Scenario A of 65th Street Station EIR is **far** superior to the alternatives provided by the Bay Area consultants. I was disappointed that none of the alternatives incorporates the single issue I brought to a public meeting:

Unclog the traffic mess on 59th street which radiates from the Light Rail crossing to Folsom Blvd. and Broadway and intersecting streets.

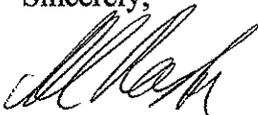
Of the inferior alternatives, *Scenario C is the worst.*

I have been a resident of the Tahoe Park area for over 30 years. I suggest a vote be held between scenarios, assigning the following number of votes to persons who:

Votes

- 5 Own property in the wider planning area,
- 4 live within the wider planning area,
- 3 work in the wider planning area,
- 2 attend school in the wider planning area, and
- 1 travel through the planning area.

Sincerely,



Al Reeder

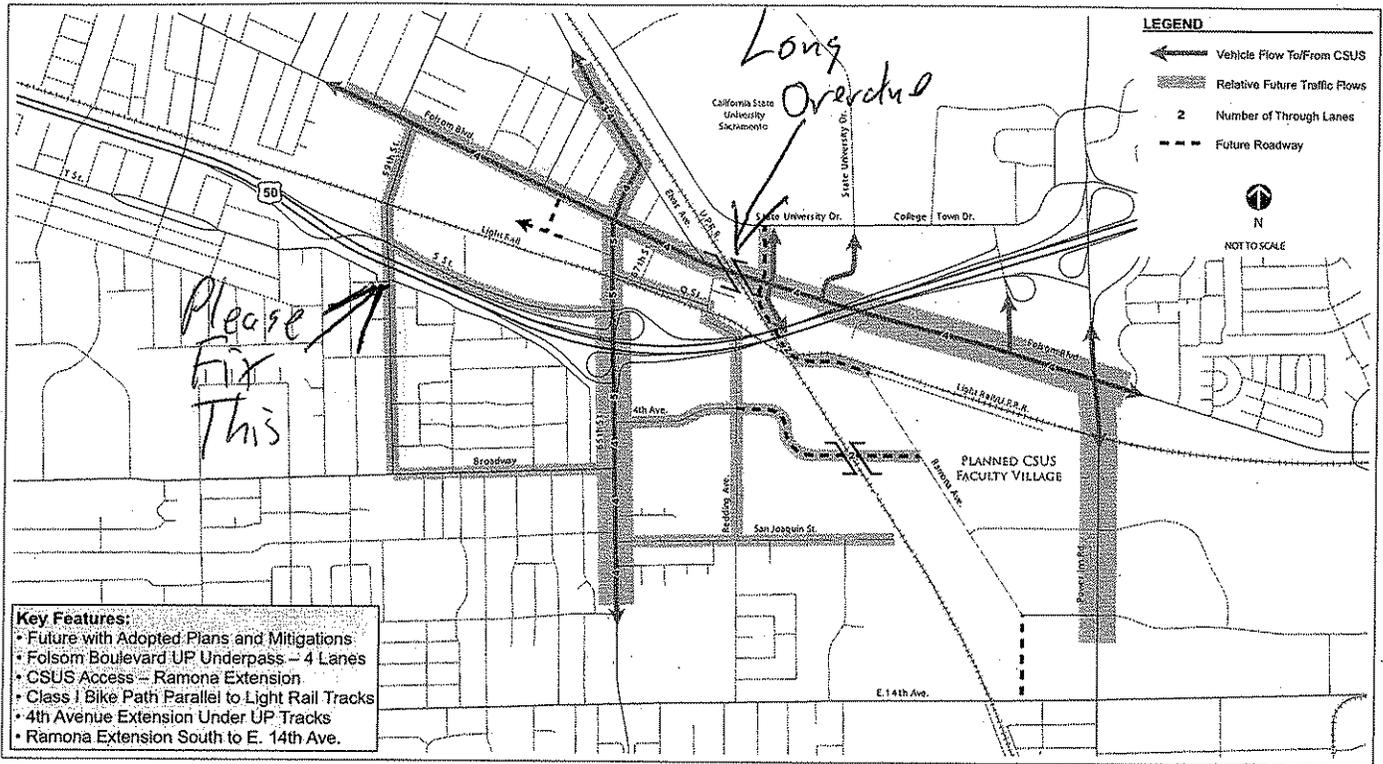


Figure 1
SCENARIO A - ROADWAY NETWORK

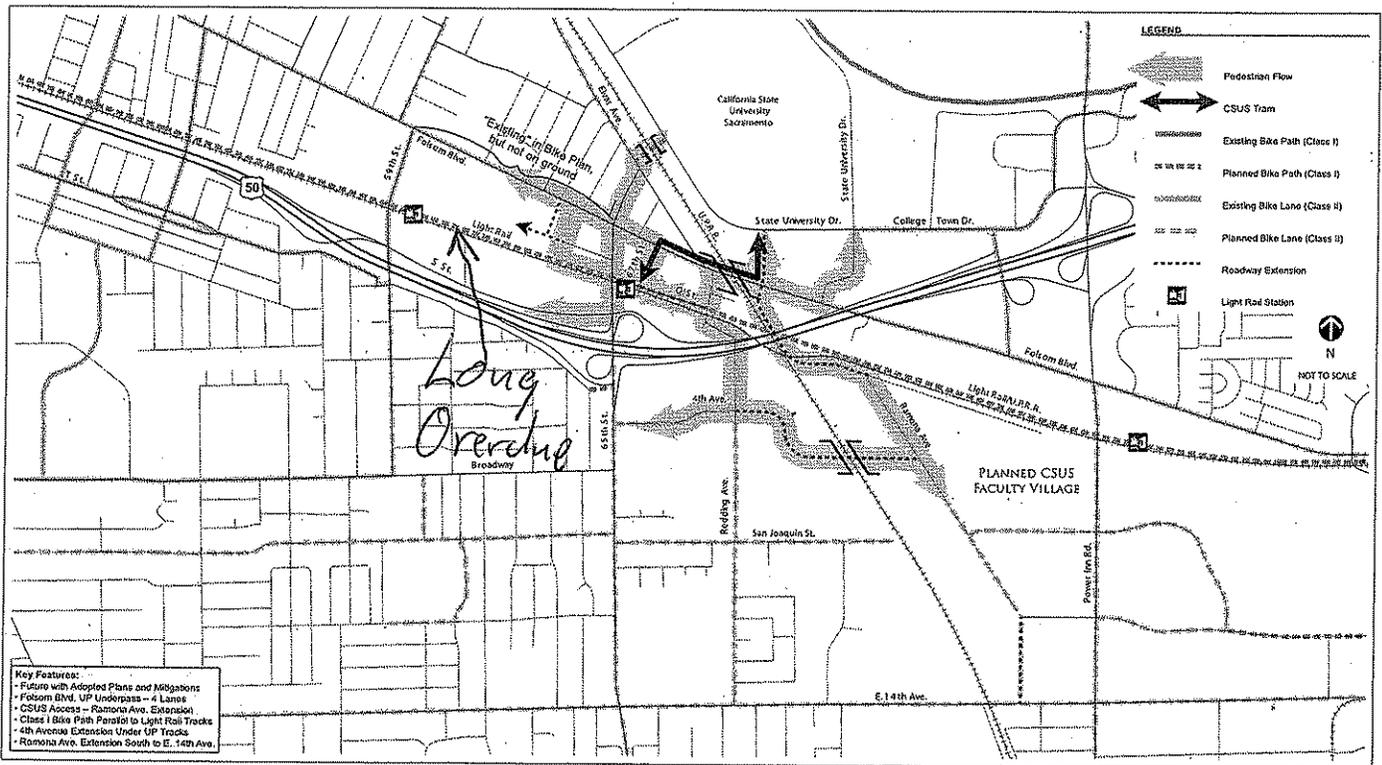


Figure 2
SCENARIO A - BICYCLE, PEDESTRIAN, AND TRANSIT NETWORK

From: Fedolia Harris [FHarris@cityofsacramento.org]
Sent: Monday, June 23, 2008 1:43 PM
To: Erwin, Christina M
Subject: American River Self Storage Comments - 65th St Station AreaStudy NOP

Attachments: Amended Comments
Here is what I received.

Sparky

Fedolia "Sparky" Harris
Senior Planner
Department of Transportation
New City Hall
915 I Street, 2nd Floor
Sacramento, CA 95814
(916) 808-2996

>>> Candice Labelle <transamhomes@yahoo.com> Monday, June 16, 2008 >>>

--- On **Fri, 6/13/08, cwmwcw@comcast.net** <cwmwcw@comcast.net> wrote:

From: cwmwcw@comcast.net <cwmwcw@comcast.net>
Subject: Re: Amended Comments

Our primary concern with any proposed widening to Ramona Avenue would be any adverse effects or negative impacts to the American River Self Storage facility. This would include impacted access, loss of drainage facilities and above all, loss of building area. Our concerns were relayed to planners early last year during an onsite field meeting. At that meeting, it was pointed out that widening to the West side of the road would not affect any structures and by all appearances be the preferred location. Clearly, any widening to Ramona on the East side of the road will affect at the least, the retention capacity in the drainage areas or worse if the widening were to extend past the open swale. American River Self Storage could not operate profitably with the loss of any square footage to buildings adjoining Ramona Ave. We stand firmly opposed the the widening if our facility is impacted.

Michael F. Williams

COMMENT FORM RESPONSE

**EIR Scoping Meeting
For the 65th Street Station Area Project
SMUD Customer Service Center, Rubicon Room, 6301 S Street, Sacramento, CA
June 2, 2008, 6:00 – 8:00 P.M.**

NAME: Jerry Peterson & Mike Williams

AGENCY/ORGANIZATION: American River Self Storage

ADDRESS: 2935 Ramona Ave. Sacramento, Ca. 95826

PHONE: 916-782-9111 **E-MAIL:** Transamhomes@yahoo.com

**THE DEADLINE TO SUBMIT WRITTEN COMMENTS ON THE SCOPE OF
THE EIR IS 5:00 P.M. ON JUNE 16, 2008.**

Comments on the EIR Scope:

We would like to go on record to dispute the proposed widening of Ramona Ave. The loss of any of our storage buildings would create an ongoing significant loss of income over the lifetime span of our storage project. We are also concerned about storm drainage outflow from our project that could be blocked as well as adversely affected by the widening of Ramona Ave.

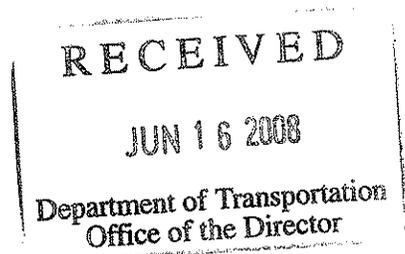
****Additional comments to follow via e-mail by the June 16, 2008 deadline.*

Thank you.

Comments submitted to:

Fedolia "Sparky" Harris
City of Sacramento, Department of Transportation
New City Hall
915 I Street, 2nd Floor
Sacramento, Ca. 95814

Jesse Gothan
915 I Street 2nd Floor New City Hall
Sacramento, Ca. 95814



DEPARTMENT OF TRANSPORTATION
DISTRICT 3 – SACRAMENTO AREA OFFICE
VENTURE OAKS – MS 15
P.O. BOX 942874
SACRAMENTO, CA 94274-0001
PHONE (916) 274-0614
FAX (916) 274-0648
TTY (530) 741-4509



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JUN 18 2008

**Department of Transportation
Office of the Director**

June 12, 2008

08SAC0086
03-SAC-50 PM 2.628
65th Street Station Area Project
Notice of Preparation (NOP)
SCH# 2008052069

Mr. Fedolia "Sparky" Harris
City of Sacramento
915 I Street, 2nd Floor
Sacramento, CA 95814

Dear Mr. Harris:

Thank you for the opportunity to review and comment on the NOP for the 65th Street Station Area Project (Project). The Project considers three distinct transportation network scenarios that all have a project area that bisects US 50. Our comments are as follows:

- Caltrans is very supportive of multi-modal transportation networks like those identified in the Project's three scenarios. The project fits well with the area's increase of mixed use designs that bring housing, retail, and employment centers within close proximity. The Project appears to be consistent with current urban planning and design trends, blueprint planning principles, and green house gas reduction strategies.
- A Traffic Impact Study (TIS) should be completed and include an analysis of impacts to the State Highway System (SHS). The TIS should include the US 50/65th Street interchange and US 50 mainline between the Howe Avenue/Power Inn Road and 59th Street interchanges. The TIS should consider all possible traffic impacts to all ramps, ramp intersections, and mainline segments. The "Guide for Preparation of Traffic Impact Studies" can be found on our website at: <http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/>. We would appreciate the opportunity to review the scope of the TIS before the Study begins.
- If the TIS identifies any significant traffic impacts to the SHS, please coordinate with Caltrans to investigate feasible mitigation measures. Potential mitigation measures could include ramp widening, ramp intersection improvements, signalization modification, auxiliary lanes, mainline improvements, and off-highway projects that reduce the impact to less-than-significant.

Mr. Fedolia "Sparky" Harris
June 12, 2008
Page 2

- An Encroachment Permit will be required for any work conducted in the State's right of way, such as sign placement, traffic control, light installation, culvert maintenance, drainage pattern changes, or sidewalk installation. To secure an application, please contact the Encroachment Permits Central Office at (530) 741-4403.

If you have any questions about these comments please contact Gabriel Corley at (916) 274-0611, or via email at gabriel_corley@dot.ca.gov.

Sincerely,

A handwritten signature in cursive script that reads "Alyssa Begley".

ALYSSA BEGLEY, Chief
Office of Transportation Planning—South

cc: State Clearinghouse

COMMENT FORM

EIR Scoping Meeting
for the 65th Street Station Area Project
SMUD Customer Service Center, Rubicon Room, 6301 S Street, Sacramento, CA
June 2, 2008, 6:00 – 8:00 P.M.

NAME Chris H.

AGENCY/ORGANIZATION _____

ADDRESS _____

PHONE 323-4865 E-MAIL china@yaho.com

Please provide your comments on the scope of the Draft Environmental Impact Report. You may submit comments by filling out and returning this form or by sending comments in writing to the address provided below.

THE DEADLINE TO SUBMIT WRITTEN COMMENTS ON THE SCOPE OF THE EIR IS 5:00 P.M. ON JUNE 16, 2008.

Comments on EIR Scope:

please see attached 1-pager w/ 7 comments

Submit comments at the scoping meeting or mail to:

Fedolia "Sparky" Harris
City of Sacramento, Department of Transportation
New City Hall
915 I Street, 2nd Floor
Sacramento, CA 95814

Written Comment on Scope of the EIR for 65th Street Station Area

Name: Chris H.

Email: cchinca@yahoo.com

1. Speed limits should all be reduced to 25 mph in the study area as part of the traffic impacts. We won't see any increase in pedestrian/bike modes unless car speeds are reduced. Part of this traffic calming should include sharper turns (slower speeds) to on ramps so that peds/bikes can cross safely on 65th Street.
2. There must be better pedestrian links under the UPRR tracks. Bike lane is way too narrow, traffic is too fast, walkway is hidden from view of traffic so it's unsafe to walk due to crime and safety concerns. With an expansion of Folsom Blvd from 2 to 4 lanes, there will need to be a totally different configuration to allow bikes to travel next to so much traffic.
3. Project C does not include a dedicated bus lane, which means travel time will be too long to attract students. A better option is to provide a bike/walking path that is convenient and safe, and don't bother with the bus from anywhere but from the 65th light rail station to the campus. That route is direct and should be much quicker than any routes on 65th. Also, tram/bus routes should not be circuitous, but rather go directly from campus to destination. I don't want to go all the way down 65th Street sitting in traffic on a bus, just so I can get home to a Ramona Ave. location.
4. A new access road from Ramona to Stadium Drive next to the UPRR tracks will cross several of the proposed bike routes. Please consider tunnels, overcrossings, and any other means to separate bikes/peds from roadways, particularly new roadways.
5. Dual crosswalks need to be installed on all intersections where feasible. The intersection at 7200 Folsom only has 1 side of the intersection with a crosswalk on the east side (not the west).
6. Ensure that all new bike lanes are at least the standard 6 feet in width if next to parked cars or the curb.
7. The proposed Ramona Avenue Light Rail Station in projects B and C will negatively impact travel times on the Gold route, but the new station might be worth all of the opportunities for new riders on the system. Please consider focusing all of your attention on the Ramona Station, which has less car traffic and possibly better access to campus. A bus/tram would be better from Ramona compared to 65th Street.



JOHN V. "JACK" DIEPENBROCK
KAREN L. DIEPENBROCK
KEITH W. McBRIDE
BRADLEY J. ELKIN
EILEEN M. DIEPENBROCK
MARK D. HARRISON
GENE K. CHEEVER
LAWRENCE B. GARCIA
SUSAN E. KIRKGAARD
ANDREA A. MATARAZZO
JOEL PATRICK ERB
JON D. RUBIN
JENNIFER L. DAUER
JEFFREY K. DORSO

JEFFREY L. ANDERSON
SEAN K. HUNGERFORD
LEONOR Y. DICICAN
JULIE V. REISER
CHRIS A. McCANDLESS
DAN M. SILVERBOARD
ANDREW P. TAURIANEN
LAMONT T. KING, JR.
DANIEL J. WHITNEY
DAVID A. DIEPENBROCK
JONATHAN R. MARZ
VALERIE C. KINCAID
KRISTA J. DUNZWEILER
SARAH R. HARTMANN
MARK E. PETERSON
JASON S. ROSENBERG

R. JAMES DIEPENBROCK
(1929 - 2002)

June 16, 2008

VIA U.S. MAIL AND E-MAIL TO fharris@cityofsacramento.org

Mr. Fedolia "Sparky" Harris
City of Sacramento
Department of Transportation
New City Hall
915 I Street, Second Floor
Sacramento, CA 95814

Re: Notice of Preparation, 65th Street Station Area Environmental Impact Report

Dear Mr. Harris:

Our client is the Dorris Lumber & Moulding Company at 2601 Redding Avenue, Sacramento, California. We have reviewed the Notice of Preparation of the 65th Street Station Area Environmental Impact Report and are very concerned about the road and bikeway alternatives which run through the Dorris property. See Figure 1, Figure 2 and Figure 4. We recommend that any alternative which runs through the Dorris Lumber & Moulding Company property be eliminated from consideration before preparation of the EIR.

As you know, the Dorris Lumber & Moulding Company operates a major lumber mill at this location. Our client could not operate a lumber mill with a road or a bicycle path traversing the property. Large trucks continually enter, pass through and depart from the property, industrial machinery is operated, and a unified site is essential to operation of an efficient and effective lumber mill. In brief, our client cannot operate the Dorris Lumber & Moulding Company if a road or a bike path comes through the property.

400 CAPITOL MALL
SUITE 1800
SACRAMENTO, CA 95814

WWW.DIEPENBROCK.COM 916 492.5000
FAX: 916 446.4535

DIEPENBROCK HARRISON

Mr. Fedolia "Sparky" Harris
City of Sacramento
June 16, 2008
Page 2

We understand that the City is suggesting that a road would run through the Dorris Lumber & Moulding Company property only at such time as the lumber mill ceased to operate. First, our client plans to operate a lumber mill at this location indefinitely. Secondly, this is equally objectionable in that if this site is developed, both the City of Sacramento and the Dorris Lumber & Moulding Company have a strong interest in maintaining maximum flexibility. Our client does not wish to preclude a highly desirable mix of uses or a significant large-scale use because a road planned in 2008 traverses the site in an inappropriate location.

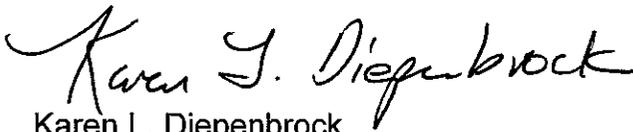
We ask that the City of Sacramento eliminate all transportation alternatives which divide the Dorris Lumber & Moulding Company property and select for environmental review only those alternatives which do not impact our client's property. We believe that the City of Sacramento should respect the economic viability of a long-time Sacramento employer and venerable business. If, at a future time, the uses for the site change, the City and Dorris should view this as a major potential economic opportunity for the City and not preclude now any combination of uses because of a road which can go in other locations. The economic potential of this site should be protected for the benefit of the City and our client.

Accordingly, please delete all alternatives which cross through the Dorris Lumber & Moulding Property and select other alternatives which do not have these negative impacts.

Thank you for your consideration.

Very truly yours,

DIEPENBROCK HARRISON
A Professional Corporation



Karen L. Diepenbrock

cc: Joshua Tyler

From: Glenda Marsh <marshmellow8562@yahoo.com>
To: <fharris@cityofsacramento.org>
Date: Monday, June 16, 2008
Subject: 65th Street Station Area scoping comment

RE: 65th Street STation Area EIR Scoping Comments

The new draft City General Plan's Mobility section provides guidelines for walkable neighborhoods and connectivity within neighborhoods, and bridging of transit gaps that can separate neighborhoods, as well as provisions for multi-modal streets with bike lanes. The East Sacramento Improvement Association looks forward to seeing needed improvements in the bicycle, pedestrian and auto traffic circulation in the 65th/Folsom/Elvas/Broadway area. Please consider the following suggestions to improve neighborhood mobility in this area of Sacramento.

1. Ask neighborhood residents about how they access the shopping and light rail station within this area. Determine their modes of travel, travel patterns, and obstacles they encounter.
2. Improve walking access between neighborhoods and shopping areas and light rail station. For example, an ESIA member who lives on 61st Street has this experience to share. She, and others on her street, walks from her home on 61st street and crosses Folsom Blvd. to shops and restaurants on corner of Folsom and 65th and to the strip mall and shops along Folsom west of 59th. Going east or west on Folsom between 65th and 59th is hazardous to walkers and cyclists who must contend with no sidewalks, speeding cars, no cross walks, uncontrolled or undirected commercial driveways on the south side of Folsom, and no curbs. The elderly have a hard time crossing Folsom in time because cars drive so fast on the stretch between 65th and 59th. An older, low income woman rents a room in our member's home. The woman's car broke down and because the cost of gas is too high for her to afford now she's considering buying a bicycle to go to stores along Folsom Blvd and to Broadway. However, an inexperienced and older cyclist will need safer routes to get around this area. It's too hazardous otherwise. The woman also walks to the 59th or 65th Street light rail stations, also a hazardous and unpleasant walk.
3. Evaluate the need for sidewalks, cross walks, lighting along Elvas, Folsom, 65th and Broadway, and ways to reduce the speed of cars so that it's safer for pedestrians to walk.
4. Make it easier and safer for neighborhood residents living on residential streets between Elvas and Folsom and Broadway and Folsom to walk or bicycle to shops and restaurants on Folsom, Elvas and Broadway and to the two light rail stations, 65th and 59th.
5. Neighbors and their young children on 61st Street often walk from 61st Street to Elvas to eat at a Mexican restaurant there. Sidewalks are narrow on Elvas and cars speed by making it hazardous to walk.
6. Evaluate a better alternative to the left turn from Office Depot onto Folsom so that drivers and cyclists can continue west on Folsom. Right now everyone is forced to turn right, then left on 65th and then make a U-turn on 65th in front of the rug cleaning company to continue back to Folsom and west on Folsom. This isn't safe and it's very frustrating for everyone. Cyclists who opt to turn left by staying on the sidewalk quickly find the sidewalk runs out and they are navigating through a series of potholed, uncontrolled, unmarked driveways and parking lots, looking for a safe way to cross to the north side of Folsom and continue westward.

In short many residents would like to walk or bicycle to the many nearby shops, restaurants, and light rail stations but there is no safe place to walk or bicycle.

Sincerely,

Glenda Marsh
1365 61st Street

Sacramento, CA 95819
916-452-4801
Transportation Committee
East Sacramento Improvement Association

COMMENT FORM

EIR Scoping Meeting
for the 65th Street Station Area Project
SMUD Customer Service Center, Rubicon Room, 6301 S Street, Sacramento, CA
June 2, 2008, 6:00 – 8:00 P.M.

NAME LORETTA L. HOWES & WILLIAM L. HOWES
AGENCY/ORGANIZATION RESIDENTS
ADDRESS 6424 BROADWAY
SACRAMENTO, CA 95820-2036
PHONE (916) 456-8269 E-MAIL _____

RECEIVED
JUN 17 2008
Department of Transportation
Office of the Director

Please provide your comments on the scope of the Draft Environmental Impact Report. You may submit comments by filling out and returning this form or by sending comments in writing to the address provided below.

THE DEADLINE TO SUBMIT WRITTEN COMMENTS ON THE SCOPE OF THE EIR IS 5:00 P.M. ON JUNE 16, 2008.

06/13/08

Comments on EIR Scope:

US
AT THE LAST MEETING YOU TOLD ~~ME~~ THE PLAN WAS TO BETTER THE NEIGHBORHOOD,
WE HAVE LIVED HERE OVER 30 YEARS AND IT IS GETTING WORSE. WE DID NOT
WANT THE APARTMENT COMPLEX, BUT THEY BUILT IT ANYWAY. IT IS TOO EXPENSIVE
FOR THE STUDENTS IT WAS BUILT FOR. NOW THEY WANT TO PUT A TARGET STORE
NEAR BY - WHY? WE ALREADY HAVE TWO TARGET STORES WITHIN 15 TO 20
MINUTES FROM US AND ALOT OF SHOPPING CENTERS VERY NEAR BY.
BUILDING A TARGET STORE WILL WORSEN THE TRAFFIC FLOW IN THE NEIGHBORHOOD.
IT IS ALREADY GETTING THERE. WE WANT OUR NEIGHBORHOOD QUIET AND WITH
FAMILIES, WE WANT TO KEEP OUR FRONT YARD!! HOW WOULD YOU LIKE TRAFFIC
NEXT TO YOUR BEDROOM WINDOW?

Submit comments at the scoping meeting or mail to:

Fedolia "Sparky" Harris
City of Sacramento, Department of Transportation
New City Hall
915 I Street, 2nd Floor
Sacramento, CA 95814

May 25, 2008

Ms. Fedolia "Sparky" Harris
City of Sacramento
Department of Transportation
New City Hall
915 I Street, 2nd Floor
Sacramento, CA 95814

2008 MAY 30 AM 8 37

RECEIVED
CITY OF SACRAMENTO
DOT
ENGINEERING SVCS DIV

Re: 65th Street Station Area - NOP

Dear Ms. Harris,

Thank you for the opportunity to comment on the scoping of the proposed EIR for the 65th Street Station Area.

I am a resident of the Tahoe Park neighborhood and applaud the City's efforts to create a bicycle and pedestrian oriented, medium density, mixed use area in the vicinity of the University and light rail facilities.

When writing your EIR for the 65th Street Station Area, please analyze the impacts of automobile traffic on the Tahoe Park neighborhood, particularly Broadway near Tahoe Elementary School and the collector streets within the neighborhood that do not curve or dead end (62nd, 11th, 8th, for example).

The Tahoe Park neighborhood is an extremely bicycle and pedestrian friendly residential neighborhood (dog walkers, joggers, kids walking and bicycling to school, etc) that is often inundated with automobiles because people are trying to avoid 65th (mostly), 14th and Broadway traffic. Drivers always try to follow the path of least resistance (avoiding traffic, delays, and traffic lights), and the more you intensify the roadway use along 65th, the more drivers will cut through the Tahoe Park neighborhood to avoid hassles. My intersection (11th and 62nd) used to have a traffic roundabout that the City of Sacramento removed. Within the past year, the City canvassed the property owners who voted for the installation of speed bumps on 62nd. Just because Tahoe Park's minor collector roads will not be at LOS D or F, doesn't mean they should be taken advantage of to fill up with new car traffic. Doing so would sacrifice existing pedestrians and bicyclists for supposed future ones.

Looking at Scenarios B and C, both involve proposed roadway extensions of Broadway into the new development areas, creating a direct automobile link between the new developments and the Tahoe Park residential area. 65th Avenue shrinks from 5 to 4 lanes at Broadway, further restricting traffic flows that are already admitted to be LOS D in 1986 in the SGPU EIR, and LOS F by 2016 according to that document (if it isn't there already). Drivers departing from or arriving to the new proposed development (when not interested in traveling directly to the CSUS campus), will often avoid the 65th Street/Hwy

50 area by traveling along Broadway, past Tahoe Park elementary and into the Tahoe Park residential areas.

Please include in your EIR two evaluations. First, you should examine Scenario B, with the new roadway between 65th and Redding being restricted to one-way (eastbound). That arrangement would enable the CSUS tram (or may I suggest a shuttle bus) to travel according to your proposed route, but would protect the existing Tahoe Park neighborhood residents and students from additional cut through traffic generating from the new development. Second, in Scenario C, you should evaluate that circulation arrangement without the existence of the road extension between 65th and Redding. The remaining proposed circulator roads and shuttles in Scenario C could adequately serve the new CSUS facilities and the proposed Ramona Ave Station, while the existing bicyclists, pedestrians and families using Tahoe Park and Tahoe Elementary would be protected from the cut-through automobile traffic that will be generated from the new development.

As a final thought, I will just say that I have taken classes at CSUS and walked from my house to campus every day. It is imminently doable, but there are a few parts that are not very pleasant for pedestrians. The most pleasant part of the whole trip (besides once you make it through the pedestrian tunnel to campus) is the part where you can walk through the car-free residential neighborhoods of Tahoe Park. Please don't compromise the environment of the existing pedestrians and bicyclists in the area for potential future ones.

Thank you again for the opportunity to comment. I look forward to reviewing your 65th Street Station Area EIR.

Sincerely,



Matthew Charles
6200 11th Avenue
Sacramento, CA

COMMENT FORM

EIR Scoping Meeting
for the 65th Street Station Area Project
SMUD Customer Service Center, Rubicon Room, 6301 S Street, Sacramento, CA
June 2, 2008, 6:00 – 8:00 P.M.

NAME MEL Billingsley
AGENCY/ORGANIZATION Homeowner Tahoe Park
ADDRESS 2805 63rd St.
SACRAMENTO CA 95817
PHONE 916 457-6564 E-MAIL melbillin@comcast.net

Please provide your comments on the scope of the Draft Environmental Impact Report. You may submit comments by filling out and returning this form or by sending comments in writing to the address provided below.

THE DEADLINE TO SUBMIT WRITTEN COMMENTS ON THE SCOPE OF THE EIR IS 5:00 P.M. ON JUNE 16, 2008.

Comments on EIR Scope:

- ① Need to show bike lane along T-Street between 59th St and Keyway.
- ② Need to adopt Grid Pattern street design in Station Block study
- ③ Vehicle punch than heavy rail from ELVRS is important to alleviate flow of traffic.
- ④ East-West punch than heavy rail from San Joaquin to Ramona Village is preferred. Forcing thru-traffic North along Redding is GOOD.
- ⑤ Do not like 5 lanes of traffic on 65th @ east bound on-ramp to Highway 50 freeway. This is a very dangerous pedestrian and bicycle zone. We need to encourage these alternative transit modes. This is particularly so for SAC State Univ students living south of Highway 50 AND for Hiram Johnson High School students accessing the High School from the 65th Lite Rail station to the school — wider, safer sidewalks needed along

Submit comments at the scoping meeting or mail to:

with intelligent cross-walk designs. 5 lanes does NOT reduce vehicle speeds — it will actually encourage speedup's from the 4th Ave traffic lite intersection to the on-ramp

Fedolia "Sparky" Harris
City of Sacramento, Department of Transportation
New City Hall
915 I Street, 2nd Floor
Sacramento, CA 95814

⑧ Important for CSUS Train route to extend south of Highway 50.

⑥ Not really concerned with LOS E or F @ Folsom Blvd + 65th, or Broadway + 65th, or 4th Ave and 65th St.
⑦ Make sure cut-thru's of heavy rail include 100 yr Flood, Flood GATES

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
 SACRAMENTO, CA 95814
 (916) 653-4082
 (916) 657-5390 - Fax



2008 MAY 33 AM 8 57

May 28, 2008

RECEIVED
 CITY OF SACRAMENTO
 DOT
 ENGINEERING SVCS DIV

Fedolia Harris
 City of Sacramento
 915 I Street, 2nd Floor
 Sacramento, CA 95814

RE: SCH # 2008052069, 65th Street Station Area project, Sacramento County

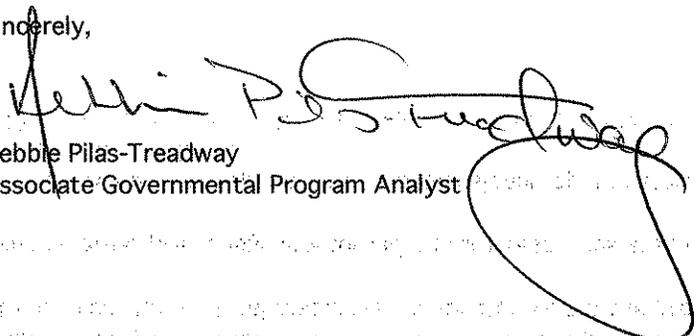
Dear Ms. Harris:

The Native American Heritage Commission has reviewed the above mentioned NOP. To adequately assess the project-related impact on archaeological resources, the Commission recommends the following action be required:

1. Contact the appropriate Information Center for a records search. The record search will determine:
 - Whether a part or all of the project area has been previously surveyed for cultural resources.
 - Whether any known cultural resources have already been recorded on or adjacent to the project area.
 - Whether the probability is low, moderate, or high that cultural resources are located within the project area.
 - Whether a survey is required to determine whether previously unrecorded cultural resources are present.
2. The final stage of the archaeological inventory survey is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - Required the report containing site significance and mitigation be submitted immediately to the planning department.
 - Required site forms and final written report be submitted within 3 months after work has been completed to the Information Center.
3. Contact the Native American Heritage Commission for:
 - A Sacred Lands File Check.
 - A list of appropriate Native American Contacts for consultation concerning the project site and assist in the mitigation measures.

Lack of surface evidence of archeological resources does not preclude the existence of archeological resources. Lead agencies should include provisions for accidentally discovered archeological resources during construction per California Environmental Quality Act (CEQA) §15064.5 (f). Health and Safety Code §7050.5 and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery and should be included in all environmental documents. If you have any questions, please contact me at (916) 653-4038.

Sincerely,


 Debbie Pilas-Treadway
 Associate Governmental Program Analyst

CC: State Clearinghouse

COMMENT FORM

EIR Scoping Meeting
for the 65th Street Station Area Project
SMUD Customer Service Center, Rubicon Room, 6301 S Street, Sacramento, CA
June 2, 2008, 6:00 – 8:00 P.M.

NAME Roxanne Fuentez

AGENCY/ORGANIZATION _____

ADDRESS 1100 64th St. Sacramento, CA 95819

PHONE (916) 739-0226 E-MAIL rmf323@yahoo.com

Please provide your comments on the scope of the Draft Environmental Impact Report. You may submit comments by filling out and returning this form or by sending comments in writing to the address provided below.

THE DEADLINE TO SUBMIT WRITTEN COMMENTS ON THE SCOPE OF THE EIR IS 5:00 P.M. ON JUNE 16, 2008.

Comments on EIR Scope:

Should consider impact of a tunnel on 65th St. on a long time business - Foreign Parts Specialties, plus the impact on the drainage canal and trees which provide flood control and wildlife habitat. Also the extreme cost of the tunnel and the effect of traffic and noise on the adjacent residential neighborhood. Also closing the existing hornet tunnel for pedestrians/bicyclists is a waste of money.

The proposed road under the freeway from Folsom Blvd to Ramona will directly affect a seasonal wetland area and adjacent field which provides habitat for frogs, water birds, wild andudon cottontails,

Submit comments at the scoping meeting or mail to:

rabbits, hawks, owls, snakes, jackrabbits, western

fence lizards, etc.

Fedolia "Sparky" Harris

City of Sacramento, Department of Transportation

New City Hall

915 I Street, 2nd Floor

Sacramento, CA 95814

Also there are nesting Canadian Geese in this area.

A better route would be from Folsom Blvd. through a parking lot between Brighton Station

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PLACE
STAMP
HERE

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FOLD HERE

(com)

and a collision repair service - this route would go directly to Ramona and cost far less.

Another option is to elevate the roadway over the wetland area.

Also another option is to run the road through a through road at 7300 Folsom^{*} Blvd and under the light rail tracks - a more direct route.

* Street is at Calvary Chapel and Delta Rubber.

June 16, 2008

Mr. Fedolia "Sparky" Harris
City of Sacramento
Department of Transportation
915 I Street, 2nd Floor
Sacramento, CA, 95814

**SUBJECT: Notice of Preparation of a Draft EIR for the 65th Street Station Area
SMAQMD # SAC200701197**

Dear Mr. Harris,

Thank you for providing the project listed above to the Sacramento Metropolitan Air Quality Management District (District). I am the point person for this project. Staff comments follow.

We are excited to see this proposed project coming to the City of Sacramento. We look forward to the prospect of circulation improvements and efficiencies for the 65th Street area.

Because of the size of this project, we believe it may generate short term (construction) and perhaps long-term (operations) air quality impacts which will be in excess of the adopted CEQA threshold. An air quality analysis should be done on the project in conjunction with the environmental document in order to determine if those impacts are significant. The District's roadway emissions model may be useful in the analysis; it can be found on the District website, www.airquality.org. Relative to the construction impacts, if those impacts are significant, the SMAQMD standard construction mitigation measures which include the possibility of an off-site mitigation fee should be required. Those measures can be found on the website as well. All other feasible mitigation measures should also be used.

In terms of the analysis of operational emissions from the project, we recommend that the emission analysis be for the **year of build-out**. If operational emissions are found to be significant, we recommend that an operational Air Quality Mitigation Plan (AQMP) designed to reduce NOx and ROG by at least 15% be required. We suggest the proponent contact the District as soon as possible to begin coordination in choosing appropriate measures.

In the analysis of the three scenarios, the document should take into consideration the issue of **induced demand** for any scenario that will increase the number of lanes on the area's roadways. Studies show that the benefits of increased capacity of roadways can be a short term benefit. There should be a discussion of the possible induced demand.

Finally, the City should consider the issue of the project's effect on climate change. On September 27, 2006, the State of California passed into law AB32, the Global Warming Solutions Act of 2006 which requires the State to reduce its carbon emissions by approximately 25% by the year 2020. In addition, California Attorney General Bill Lockyer raised the issue of global warming in his comment letter (3/20/06) on the

Orange County Transportation Authority's 2006 Long-Range Transportation Plan Draft Program EIR. His precedent-setting letter pointed out that one of the most important environmental impacts of vehicle emissions is greenhouse gases (GHG) and the resulting climate change. More recently, the Attorney General's office has turned its attention to several City of Sacramento projects and is requiring detailed examination of the impact as well as mitigation measures.

All projects are subject to SMAQMD rules and regulations in effect at the time of construction. Please see the attached document describing SMAQMD Rules which may apply to this project.

If you have questions, please contact me at 874-4885 or jborkenhagen@airquality.org

Sincerely,



Jeane Borkenhagen
Associate Air Quality Planner Analyst

cc: Larry Robinson SMAQMD

SMAQMD Rules & Regulations Statement

*The following statement is recommended as standard condition of approval or construction document language for **all** construction projects within the Sacramento Metropolitan Air Quality Management District (SMAQMD):*

All projects are subject to SMAQMD rules and regulations in effect at the time of construction. A complete listing of current rules is available at www.airquality.org or by calling 916.874.4800. Specific rules that may relate to construction activities may include, but are not limited to:

Rule 201: General Permit Requirements. Any project that includes the use of equipment capable of releasing emissions to the atmosphere may require permit(s) from SMAQMD prior to equipment operation. The applicant, developer, or operator of a project that includes an emergency generator, boiler, or heater should contact the District early to determine if a permit is required, and to begin the permit application process. Portable construction equipment (e.g. generators, compressors, pile drivers, lighting equipment, etc) with an internal combustion engine over 50 horsepower are required to have a SMAQMD permit or a California Air Resources Board portable equipment registration.

Rule 403: Fugitive Dust. The developer or contractor is required to control dust emissions from earth moving activities or any other construction activity to prevent airborne dust from leaving the project site.

Rule 442: Architectural Coatings. The developer or contractor is required to use coatings that comply with the volatile organic compound content limits specified in the rule.

Rule 902: Asbestos. The developer or contractor is required to notify SMAQMD of any regulated renovation or demolition activity. Rule 902 contains specific requirements for surveying, notification, removal, and disposal of asbestos containing material.

Other general types of uses that require a permit include dry cleaners, gasoline stations, spray booths, and operations that generate airborne particulate emissions.

COMMENT FORM

EIR Scoping Meeting
for the 65th Street Station Area Project
SMUD Customer Service Center, Rubicon Room, 6301 S Street, Sacramento, CA
June 2, 2008, 6:00 – 8:00 P.M.

NAME Tokuo Masuda

AGENCY/ORGANIZATION Retired

ADDRESS 6717 Ninth Avenue
Sacramento, CA 95820

PHONE 452-2990 E-MAIL

Please provide your comments on the scope of the Draft Environmental Impact Report. You may submit comments by filling out and returning this form or by sending comments in writing to the address provided below.

THE DEADLINE TO SUBMIT WRITTEN COMMENTS ON THE SCOPE OF THE EIR IS 5:00 P.M. ON JUNE 16, 2008.

Comments on EIR Scope:

1. As the railroad levee protects East Sacramento from 100 year floods, the DEIR must address the requirement of mandatory floodgates on any new or expanded breaches of the levee for street extensions.
2. A recent Neighborhood Traffic Management Program resulted in doubling the number of speed bumps on San Joaquin Street between 65th Street & Redding Avenue from two to three, and on Redding s/o San Joaquin from two to four bumps. The DEIR should address the effect of additional vehicular traffic on these local residential streets in Scenario C, where San Joaquin is extended across the levee to connect with Cucamonga Avenue.

Submit comments at the scoping meeting or mail to:

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